

**NEVADA COUNTY TRANSPORTATION COMMISSION**  
**Minutes of Meeting**  
**January 20, 2010**

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, January 20, 2010 in the Nevada City Council Chambers, 317 Broad Street, Nevada City, California. The meeting was scheduled for 9:30 a.m.

Members Present: Nate Beason, Carolyn Wallace Dee, Ann Guerra, Larry Jostes, Chauncey Poston, and Ed Scofield

Members Absent: Sally Harris

Staff Present: Daniel Landon, Executive Director; Nancy Holman, Administrative Services Officer; Michael Woodman, Transportation Planner; Toni Perry, Administrative Assistant

Standing Orders: Vice Chairman Dee convened the Nevada County Transportation Commission meeting at 9:55 a.m.

**ACTION ITEM**

9. Election of Officers: The Commission will select a Chairman and Vice Chairman for 2010. This action is per the NCTC's Policies and Procedures Manual Section 103.0.

Commissioner Beason suggested the election of officers be moved forward to the first order of business. Vice Chairman Dee opened nominations for Chairman. Commissioner Beason nominated Vice Chairman Dee. Commissioner Guerra seconded the motion. There were no other nominations. The motion passed unanimously.

Chairman Dee opened nominations for Vice Chairman. Commissioner Scofield nominated Commissioner Jostes for Vice Chairman. Commissioner Poston seconded the motion. There were no other nominations. The motion passed unanimously.

**PRESENTATION**

Chairman Dee stated the Commission had a Certificate of Appreciation for Timothy M. Brady for his service on the Commission; however, Mr. Brady was unable to attend the meeting. The certificate will be given to him by NCTC staff and Chairman Dee thanked him for the six years he served on the Commission.

**CONSENT ITEMS**

Commissioner Beason requested that Item #2 be pulled from the Consent Calendar to allow him to suggest a change in the wording of the November 18, 2009 NCTC Minutes.

1. Financial Reports:

A. October 2009 and November 2009. *Approved.*

3. Allocation Request from Nevada City for Regional Surface Transportation Program (RSTP) Funds: *Adopted Resolution 10-01 approving the allocation of RSTP funds to the City of Nevada City in the amount of \$47,124.78 for road improvements at Coyote St./Highway 49 and at Zion St./Ridge Rd./Nevada City Highway.*
4. Second Revision to the FFY 2009 FTA Section 5311 Program of Projects: *Adopted Resolution 10-02 approving the second revision to the FFY 2009 FTA Section 5311 Program of Projects dated December 22, 2009.*
5. Town of Truckee's Request for NCTC's Approval of Certifications and Assurances for their FTA Section 5311 Grant Application Package in the amount of \$77,369. *Adopted Resolution 10-03 attesting that NCTC certifies and assures that the Town of Truckee has met the requirements for applying for FTA Section 5311 grant funds.*

Commissioner Poston made a motion to approve the Consent Calendar excluding Item #2. Commissioner Beason seconded the motion. The motion passed unanimously.

ITEM PULLED FROM THE CONSENT CALENDAR

2. NCTC Minutes:

November 18, 2009 Meeting. *Approved with correction noted.*

Commissioner Beason asked that the wording be changed on page 8, second paragraph, of the November 18, 2009 Minutes. The sentence read: "Commissioner Beason gave direction to Mr. Landon ...". Commissioner Beason requested that the words "gave direction" be changed to read "suggested". He did not want to go on record as giving direction to staff as a single member of the Commission without having the full Commission vote on the decision.

Chairman Dee, Commissioner Scofield, and Commissioner Guerra abstained from the vote since they were not in attendance at the November 2009 NCTC meeting. Commissioner Beason made a motion to approve the November 18, 2009 NCTC Minutes as corrected. Commissioner Poston seconded the motion. The motion passed with three ayes, three abstentions.

INFORMATIONAL ITEMS

6. Correspondence

There was no discussion on Correspondence.

7. Executive Director's Report

Executive Director Landon noted for the public that it was Commissioner Guerra's first meeting as a reappointed member-at-large representative on the Commission for the elderly and disabled.

#### 7.1 Visual Impact of Retaining Walls Near Donner Summit

Executive Director Landon stated that at the November NCTC meeting the Commission discussed the issue of visual impact created by the new retaining walls near Donner Summit. Staff did follow-up with Mike Bartlett, Caltrans Project Manager for the I-80 projects, and he will provide information in the spring as to the availability of funding to do aesthetic treatments on the retaining walls. Staff has also been in contact with Alternate Commissioner Owens, who brought up the topic in the meeting, asking him for further direction as to specific locations he was concerned with.

#### 7.2 Triennial Performance Audit Update

Executive Director Landon noted that the performance audit is underway and nearing completion.

#### 7.3 Nevada County Pedestrian Master Plan

Executive Director Landon said plans are moving forward on the Pedestrian Master Plan project. He noted that a proposal will be brought back to integrate efforts of local agency Public Works Department staff into that process. He stated that staff is working with the Walkability Committee that coordinates with the Nevada County Public Health Department and a comprehensive and cooperative effort is anticipated.

#### 7.4 American Recovery and Reinvestment Act (ARRA) Status Report

Executive Director Landon reviewed that there is an effort underway in Congress to put out a second ARRA to add some additional stimulus monies to transportation. The act was passed by the House, but has not been taken up yet by the Senate. Mr. Landon has had some conference calls with Caltrans, and Federal Highways has directed Caltrans to plan for the passage of the act, which Mr. Landon stated is kind of interesting that you can actually start doing things before it happens in government. NCTC staff is keeping local Technical Advisory Committee (TAC) members advised as to the progress so there will be a quick response should the money become available.

#### 7.5 Identification of Future Projects on the SR 49 Corridor

Executive Director Landon reported that staff is working with the SR 49 Stakeholders Committee and began a process to identify future projects on SR 49. He said this is in concert with the discussions held at the previous NCTC meeting, and Caltrans is working with staff to prepare the initiation documents for several different types of projects that would provide the general scope and cost of the projects. The funding source will be identified in order to pursue furthering of the projects.

#### 7.6 Status of Bond Funding for the SR 49/La Barr Meadows Road Project

Executive Director Landon stated that the California Transportation Commission (CTC) did vote to approve the State Transportation Improvement Program (STIP) allocation and the Proposition 1B allocation for the SR 49/La Barr Meadows Road project. The project will be going to bid in the spring of 2010, and construction could start in June or July. The initial direction from the CTC was for Caltrans to wait until the second stimulus act either passed or did not before advertising the project. However, District 3 Caltrans staff are working with Caltrans Headquarters to see if they could get started on the advertisement process and then if there is a need to switch funding sources,

they can do that at a later time. Executive Director Landon explained the current plan further, which is, if the second stimulus plan passes, there is a 90 day requirement to award under contract 50% of the stimulus funds. The SR 49/La Barr Meadows Road project is imminently ready to be under contract and could absorb some of the stimulus funds.

Commissioner Beason asked the status of the first round of Nevada County ARRA projects and questioned if the funding is being spent. Mr. Landon replied that there is a report in the Executive Director's Report showing the status of the ARRA projects. Only one project has been constructed thus far; the remainder are in the queue for advertisement and construction in 2010.

Executive Director Landon brought up the potential cost savings discussion from the November 18, 2009 NCTC meeting with the SR 49/La Barr Meadows Road project. On December 10<sup>th</sup> the CTC passed a policy related to any cost savings on Corridor Mobility Improvement Account (CMIA) projects, which this is one. The CTC is saying if there are cost savings, they do not recognize the savings until the bid has come out and they know for sure the bid in place is less than the amount allocated. Mr. Landon said the CTC would set aside 10% of the excess funds to go toward the project should there be any cost increases during the contract. The remainder goes back to the CTC and any other CMIA project could apply for those funds. If there were an enhancement to the original project it would apply, but it would have to compete with all the other projects. The CTC is maintaining control of any cost savings that occur at the state level, and the funds will only be used on approved CMIA bond projects.

Commissioner Jostes asked if it were possible to write a change order to the existing project now to change the scope and cost structure of the project to include more work and bring the total cost closer to the actual allocation; if the money could be captured that way without competing. He was looking for contractual terminology that would possibly hold the excess funds for other uses in the county. Executive Director Landon said it could not be done without competing with other projects for the funds. He added that if there were a significant change order, then environmental work would need to be redone. Commissioner Beason noted that this proposed expansion of the project to include some access to the freeway was discussed at the previous meeting, and his concern was the state would take away part of the allocation to fund other projects in southern California.

Will Schilling, Caltrans District 3 Planning, shared that the CTC updated the CMIA guidelines at their December meeting and any cost savings will be put into a northern/southern California pot so all the CMIA projects that were originally allocated will be funded, and then they will look at other projects competing for the funds. Placer County Transportation Planning Agency had an issue with the Lincoln Bypass project because they wanted to start phase two of construction with the savings from phase one and they were told they could not at this point. The excess is going to a general pot and not staying on the corridor. Executive Director Landon added that regarding amending the SR 49/La Barr Meadows Road project, the plan is bound to the original submission. Commissioner Beason thought maybe Caltrans could find a way to utilize the excess funds.

Winder Bajwa, Caltrans District 3 Project Manager, stated that he and Executive Director Landon spoke to the Project Design Engineer to look at a way to change the current design, Environmental Impact Report (EIR), and to determine if any right-of-way acquisition is needed to include the suggested addition of roadway at the Ponderosa Pines Mobile Home Park entrance that Commissioner Beason spoke of at the November meeting. Mr. Bajwa said that Caltrans Design is still studying the impacts that would occur if a change order were put in on the SR 49/La Barr Meadows Road project. He added that there would be a risk to add new scope into the project

because the project is ready to advertise and once it is advertised the contract cannot be changed. He agreed with Mr. Schilling's explanation that the CTC is pooling the savings from all the CMIA projects and they will redistribute that money to new projects that were approved in the 2006 CMIA cycle, but have not received funding as yet. Mr. Bajwa said that is the CTC's highest priority at this point. He spoke to Gary Sidhu, Deputy District Director for Caltrans District 3, to see if there was any way around this, but Mr. Sidhu stated that is the way the CTC has set it up to use the savings.

Commissioner Beason said he thought the Commission should come up with a strategy to try to deal with the excess funds, but it sounded like Mr. Bajwa was saying the excess funds would go elsewhere regardless of any efforts made by the Commission. Mr. Bajwa agreed. Chairman Dee thought the Commission could apply for funding of the enhancement on the current CMIA project. Executive Director Landon said there is a deadline of February 1<sup>st</sup> for additional applications of the money that has already been identified as excess. He noted that there is no known savings on the SR 49/La Barr Meadows project until a construction bid has been accepted. From that point on it will be on a first-come first-served basis. Chairman Dee clarified that it would be a separate application and not a change order of the original project. It could also be applied for after the upcoming February 1<sup>st</sup> deadline. Mr. Landon said at the time when the savings are identified, then the Commission can come back and request funding to enhance a project that is currently being constructed.

Commissioner Jostes asked if it was fair to say with the economic downturn and the reduction in construction that there are many projects in the state that will have surplus funds. He questioned if the anticipation is that this pot of excess funds is going to be reasonably big because many projects are coming in under budget. Mr. Bajwa replied that many projects realized large savings last year with 20% to 50% reductions. The SR 49/La Barr Meadows project is programmed at \$21 million for construction and the current estimate is at \$16.5 million and that is what the CTC allocated. Caltrans does not know how far in the future this trend will continue because once the economy stabilizes the bids will go up. Mr. Bajwa was not sure how quickly the pricing would escalate. In previous years, with a good economy, the construction costs were escalating 20% to 30% annually. In the 1990's Caltrans used 3% to 5% for construction escalation.

Commissioner Poston commented that with the economy down, it forces the prices to be down, and he questioned what the current true cost to build the Dorsey Drive Interchange would be. Mr. Bajwa said the current construction estimate was calculated about six months previously and was about \$18 million. He reported that Caltrans built a similar project to Dorsey Drive on I-80 last year and it came in at about the same cost. He believed the current cost estimate for the Dorsey Drive project is in the ball park, and would not come in much below that estimate today.

Commissioner Beason asked what the funding source was for the merge lane just north of Combie Road on SR 49 in south county. Executive Director Landon replied that it is a Minor State Highway Operations and Protection Program (SHOPP) Project.

#### 7.7 Executive Director's Review of 2009 Activities and Objectives for 2010

Executive Director Landon included a listing of 2009 Objectives and restated them for 2010. He noted them as the priorities NCTC staff had for the coming year. He asked the Commission for other direction or if they had any questions or comments. There was no discussion.

#### 8. Caltrans District 3:

A. Project Status Report: Winder Bajwa, Caltrans Project Manager for Nevada County

- *Dorsey Drive Interchange* – Mr. Bajwa reported there are minor design changes being made due to property owner concerns. Right-of-Way (R/W) acquisition is underway and most first written offers have been made except for the two property owners Caltrans is working with to address their concerns. Caltrans has meetings set up with both property owners, and then appraisal maps will be finalized and offers will be made on them. Tim Kiser, Grass Valley Public Works Director, has been working with the two property owners to accomplish a resolution to move forward and Mr. Bajwa said he appreciated his help.

Commissioner Poston noted that the City of Grass Valley is looking to the federal government rather than to the State of California to obtain stimulus funds and TIGER funds for the project. He felt it was very important to have the project shovel ready as soon as possible and asked if there were any possible short cuts to take with the R/W acquisition that will accomplish that status sooner. Mr. Bajwa said Caltrans can put a “work around” clause in the contract, which means if they have a particular area of the project location that they are having difficulty acquiring, they can indicate to the contractor to not work in that location until a particular date. Mr. Bajwa stated that another way to handle this would be to have the property owner give Caltrans a permit to enter their property even though a contract is not signed agreeing on the price of the property or whatever the conflict issue may be. Commissioner Poston commented that he would not like to see a conflict with a few property owners hold back the Dorsey Drive project from being shovel ready.

Commissioner Jostes asked if there was an eminent domain option with this project, and if it came to that what would be a reasonable amount of time expected to complete the task. Mr. Bajwa replied that eminent domain is a lengthy process with hearings with the CTC or the Grass Valley City Council. He is not sure which entity would hear the case, but it could take from three to six months just to get the reviews done, and then the CTC or City Council would look at the details and make a decision. Based on that decision, the project could proceed with the condemnation process in court or the design would have to be changed. The judge would make the final decision on compensation if it went to court.

Commissioner Beason restated that Mr. Bajwa indicated that twelve out of twenty-three parcels were purchased to date. Mr. Bajwa said that offers have been made; however, several owners have asked for independent appraisals. Caltrans provided Spring Hill Manor with a parking lot design, but Spring Hill Manor hired a private engineer to reconfigure their parking lot design. Caltrans is waiting for that analysis. Commissioner Beason thought the seventeen acre parcel on the southwest side of Dorsey Drive had contaminated soil. Mr. Bajwa replied that it was the vacant lot on the south side of the proposed interchange. Commissioner Beason asked if the soil is indeed contaminated, who would be responsible for cleaning it up. Mr. Bajwa said that Caltrans would evaluate the soil for contamination and then determine the type of contamination. Caltrans usually does not take the liability for clean up and it would be determined what Caltrans is responsible for. Mr. Bajwa stated that he would get back to Commissioner Beason on the outcome of his investigation. Commissioner Poston said if contamination were found in the R/W or another location on the property, it would be addressed at the time of use.

Commissioner Poston was concerned that the R/W acquisition was dragging on and the time for finding out if the City of Grass Valley is eligible for any federal funding is right around the corner. He wondered if the Commission could ask Caltrans and the City of Grass Valley formally to expedite the process so the project is shovel ready at the appropriate time to avoid not being ready if

funding becomes available. Mr. Bajwa stated the City of Grass Valley has taken the lead to work with the two property owners in question on Dorsey Drive, which is a city street, so Caltrans is relying on the city to negotiate what they would approve of as a reasonable agreement. Chairman Dee asked what would be a realistic goal for Caltrans to have all twenty-three parcels purchased, in response to Commissioner Poston's concerns. Mr. Bajwa said it is not always necessary to have R/W acquisition completed before construction. The SR 49/La Barr Meadows Road project does not have all the properties purchased, yet they are going to construction. He said it is not a deal breaker if Caltrans does not have possession of all the parcels. Chairman Dee asked what Caltrans needs to do to have the Dorsey Drive Interchange project move forward, if and when the funding becomes available, and therefore alleviate Commissioner Poston's concerns. Mr. Bajwa replied that the property owners need to sign a contract with Caltrans agreeing with the design changes the City of Grass Valley has proposed. He added that one property owner has two parcels, and the other owner is Spring Hill Manor. Caltrans is waiting to see the reconfiguration proposed for the parking lot to either add it to the design or add it to the R/W contract to compensate them appropriately.

Executive Director Landon asked if on February 1<sup>st</sup> Secretary LaHood at federal transportation said the Dorsey Drive Interchange project was eligible for \$20 million of TIGER funds, would Mr. Bajwa be able to certify that the money would be used in the required timeframe of 2012. Mr. Bajwa replied, yes, Caltrans could start the project sooner than that. Mr. Bajwa asked Mr. Kiser to comment on the timing of the project since he was involved in the negotiations with the properties. Mr. Kiser said Mr. Bajwa and Caltrans have done an excellent job and he thought the R/W process was moving forward. Mr. Kiser reassured the Commission if funding were made available today, the City of Grass Valley would immediately request Caltrans get rights-of-entrance for the remaining parcels. He hoped the majority of owners would see the benefit of the project and give the right-of-entry, which would then allow the project to proceed to construction. He noted that another option would be to design out the parcels that cannot be obtained, which was discussed with the Caltrans Design staff and they said that could be easily done to move to the bid process. Mr. Kiser said the city is proceeding forward in the most expedient fashion with R/W acquisition, and if funding is received, the project will move forward.

Commissioner Beason asked if the City of Grass Valley had considered asking the Loma Rica Ranch project to pay their mitigation fees for Dorsey Drive up front. Commissioner Poston replied that the city has not even seen their EIR yet, so the process is not at that point.

- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa said the tree removal operation for the project was completed. He commented that many people were unhappy with the amount of trees that had to be removed and how it altered the scenic aspect of the route in that location. He noted that Caltrans was very sensitive to that as well; however, the project is needed to improve safety. He added that once the project is complete, landscaping will be done to help bring back some of the aesthetics to that area. Mr. Bajwa reported the Nevada Irrigation District (NID) started work to relocate their facilities. PG&E will start relocation in February dependent on the weather conditions. AT&T will follow PG&E because they have a joint pole agreement to use the same poles. Mr. Bajwa said the tentative advertisement date on the project is February 22. Caltrans will put federal language into the contract when advertising. If no ARRA funding comes through, then Caltrans will do an addendum to the contract and take the federal language out. He said that would only take several weeks to do. Mr. Bajwa noted there are some differences between what Caltrans requires in a contract and what the federal government requires.

Commissioner Beason commented that a Santa Rosa contractor was used by Caltrans for the tree removal and he received comments about that. Mr. Bajwa said Caltrans had hoped to see more local bids for the work. Commissioner Beason asked, as this project goes forward, if there will be a better opportunity to hire local people if federal money is involved. Mr. Bajwa responded that he did not think Caltrans had any control to state in the contract that people from this area must be hired. He said that legally it could not be defended. Commissioner Beason said the County of Nevada cannot give preference to local contractors; they can only give it to local vendors for stationery, etc. Mr. Bajwa said legally Caltrans has to give everyone equal opportunity to bid the project. Chairman Dee reported that the Town of Truckee recently passed two bills; one was regarding a local wage ordinance and one was regarding local preference. The Town of Truckee can only invoke local preference if there is no state or federal funding involved; all of it has to be local funds.

Commissioner Scofield mentioned a previous discussion about conducting an informational workshop with residents in the La Barr Meadows Road area now that the funding is secure for the project. He added that he had not received many inquiries recently; however, he did when the tree clearing process started. Mr. Bajwa thought it was a good idea that had been discussed at the SR 49 Stakeholders meeting. He and Executive Director Landon planned to discuss the workshop details at the February 17<sup>th</sup> stakeholders meeting. The workshops would include the construction plans and schedule. At least one open house would be held at the construction site, and the second one could be held in Grass Valley or Nevada City to help local commuters plan for the construction season. Mr. Bajwa reported that Caltrans met with the local California Highway Patrol (CHP) at the project site to address their concerns regarding staging of lane closures and coordination with commute times.

- *SR 89 Mousehole* – Mr. Bajwa reported that the preliminary design work for the geometric alignment of the pedestrian tunnel is done. Caltrans is ready to start the preparation of the draft environmental document. Technical studies are nearing completion by the end of February. Caltrans will be sending the cultural resources information to the State Historic Preservation Office (SHPO) within the next week and they have thirty days to respond to the project. Mr. Bajwa said there is concern with the Union Pacific Railroad (UPRR) negotiations. Caltrans met with them in November and the consultant met with them in December to get the conceptual approval of the pedestrian tunnel design. They did not get the response they were looking for, so the Town of Truckee will be leading the effort through the consultant to meet with the UPRR in Omaha. Mr. Bajwa noted that the draft Environmental Document is planned to be released to the public in July 2010 and then a public open house will be held after that to receive feedback.

Chairman Dee remarked that the local UPRR agency is the one that declined the conceptual design, so several individuals will travel to Omaha to meet with UPRR. Commissioner Jostes said since the proposed project is on railroad R/W, and the UPRR said they could not approve the project due to safety issues, and they had technical issues involved in tunneling that are unacceptable, he wondered if the UPRR were the final arbiter on the project, and could they, on their own, kill the project. Mr. Bajwa responded they are one of the stakeholders on the project and they have leverage since it is their R/W. Caltrans is hoping they will not reject the design. Chairman Dee stated there are other options, but they are extremely expensive. She said this type of operation has been done in another area of their track, which is why they are going to Omaha to see if they can get further cooperation and understanding than they have received from the local UPRR staff. Chairman Dee noted that a letter was received at the Town of Truckee noting that Minor A funding has opened and Caltrans is going ahead with the request for all of the improvements on the existing vehicle tunnel this summer.



- *New Maintenance Station in Nevada City* – Mr. Bajwa reported that the CTC allocated \$3 million to construct a new Caltrans Maintenance Station in Nevada City this summer and it would hopefully generate some local jobs. Caltrans is building a mechanics facility to maintain the large machinery such as snow removal equipment that is used in the Sierra Mountains. Currently the equipment is taken to Marysville to be maintained; however, it is more efficient to keep the equipment in the local vicinity.

Commissioner Poston asked if that meant Caltrans would not store sand and gravel on the side of the road. Mr. Bajwa replied no, the facility was just for repair of equipment. He thought they would continue the same practice to store sand. Commissioner Poston was concerned that as you approach Grass Valley there is sand stored along the roadway that is right above the creek. Mr. Bajwa asked Mr. Kiser to show him where it was so he could speak to Caltrans Maintenance crews to ensure the sand does not wash into the creek.

#### ACTION ITEMS (Continued from Page 1)

##### 10. Public Hearing: 2009/10 Regional Transportation Improvement Program (RTIP)

Executive Director Landon noted this as an action item that comes before the Commission every two years as the CTC updates the State Transportation Improvement Program (STIP). He said in the current cycle there are no new funds, so NCTC is working with the state to reprogram or reschedule the funding that is currently in the state plan. The City Council of Grass Valley recommended that the Dorsey Drive Interchange construction funding be moved out one year to FY 2011/12. It is hoped that the city will be able to obtain funding by that time to move the project forward to construction. Mr. Landon said if the city is unsuccessful in that, another amendment would be submitted to the state next year to move the project out again. He had spoken with CTC staff about that strategy, and based on all the things currently in play, moving the project out one year would be a reasonable action and they did not see a problem from their perspective.

The second action requested is for the Commission to set aside a portion of the STIP funds for Planning, Programming and Monitoring (PPM) activities, i.e. the planning and programming work that goes into projects like Dorsey Drive Interchange and the SR 49/La Barr Meadows Project to keep them moving forward. Mr. Landon stated that staff recommended the Commission set aside \$100,000 in FY 2013/14 and also in FY 2014/15.

The last recommendation was there is an opportunity with each cycle for local commissions to set aside funding for Transportation Enhancement (TE) projects, but there is no specific funding source for those projects, so if you set funding aside you are deleting funding from other projects. Mr. Landon said that NCTC staff recommendation was to not set aside any TE funds given the current status. Commissioner Beason asked if those funds would be unallocated and available for some project that the Commission would determine is worthy. Mr. Landon stated that was correct.

There were no comments or questions from the Commission or the public. Chairman Dee closed the public hearing.

Commissioner Guerra made a motion to adopt Resolution 10-04 approving the FY 2009/10 RTIP for inclusion in the 2010 STIP. Commissioner Beason seconded the motion. The motion passed unanimously.

11. Social Services Transportation Advisory Council (SSTAC) Appointments

Michael Woodman, NCTC Transportation Planner, explained that the SSTAC advises the Commission on unmet transit needs and other transit issues that arise. The appointments were to fill existing vacancies and to also address the expiration of several current members appointments. Staff recommendation was to appoint Stan Moscini, David Soto, Sarah Deardorff, Valerie Lindwell, Richard Crandall, and Bill Durant to serve on the SSTAC.

Commissioner Beason asked if the representative of the local Consolidated Transportation Services Agency (CTSA) was always filled by a specific person. Mr. Woodman replied affirmatively that Gold Country Telecare and Gold Country Stage are both CTSA's, therefore Bill Durant, Interim Executive Director of Telecare, was suggested to fill the position. Commissioner Beason questioned if there was ever any perception of conflict where one person involved is operating an agency. Mr. Woodman stated that the positions are mandated by the Transportation Development Act.

Commissioner Poston made a motion to appoint the six named individuals to the SSTAC. Commissioner Guerra seconded the motion. The motion passed unanimously.

12. Economic Resource Council Membership

Executive Director Landon reported that in 2006 the Commission authorized participation on the Nevada County Economic Resource Council (NCERC) Board of Directors. Commissioner Steele was the primary representative and Commissioner Brady was the alternate. Later Commissioner Jostes was appointed as the primary representative of the NCTC. At that time, the Commission requested that he come back in six months with his opinion on the usefulness of the position. Mr. Landon spoke with Commissioner Jostes and he was supportive of the NCTC continuing its membership on the board believing there is a value both for the Commission and the community in the exchange of information that goes on there.

Commissioner Jostes stated it was hard to put a dollar value on the activity; however, information is shared at the meetings and the NCERC is always interested in his report on the Commission activities. He thought it was a good exchange of information with worth in knowing what the business community is doing. Commissioner Jostes finds the meetings interesting.

Chairman Dee questioned if it would serve the Commission to fill the alternate delegate vacancy since Mr. Brady is no longer on the Commission. Commissioner Scofield noted that he sits on the NCERC as a county representative and he offered to give a report on the NCTC when Commissioner Jostes is unable to attend. Commissioner Beason commented that there were only two individuals on the Commission who are not elected officials and the cities, town and county all had representatives on the NCERC. He noted the sensitivity involved with having too many representatives from one particular entity, and said if the Commission were to appoint an alternate, he thought it would be appropriate to appoint the other at-large member of the Commission. However, he added that with Commissioner Scofield already in attendance at the meetings he could represent the Commission. Commissioner Guerra, as the other at-large member, stated she was perfectly content to have Commissioner Scofield serve in the capacity as alternate on the NCERC.

Commissioner Beason made a motion to adopt Resolution 10-05 approving continued participation on the NCERC Board of Directors, reappointing Commissioner Jostes as the primary representative

of the NCTC, and requesting Commissioner Scofield to give the NCTC report in Commissioner Jostes' absence. Commissioner Poston seconded the motion. The motion passed unanimously.

### PUBLIC COMMENT

Chairman Dee asked for public comment before the Commission went into closed session. Will Schilling, Transportation Planner for Caltrans District 3, reported that Rick Helman had become the new chief of the Office of Planning East, and even though he still retains the title of Corridor Manager for the CSMP, he delegated all duties assigned as Corridor Manager to Mr. Schilling. All future CSMP information will be provided by Mr. Schilling to the Commission. He said he would be preparing the State of the Corridor report in the next few months since it is due by the end of the fiscal year in June. Mr. Schilling stated there is also a new Local Assistance Engineer; Ben Bramer retired as of December 31<sup>st</sup> and John Hoole was hired. Dennis Azevedo, Office Chief for Travel Forecasting and Monitoring, retired and Bill Davis has been assigned that position. Commissioner Beason asked Mr. Schilling to provide three or four minutes of history on the SR 49 corridor when he brings the CSMP report before the Commission. He stated that many people think the CSMP is a new program, but it started back in the 1990's with the four lane widening project south of Combie Road.

Commissioner Scofield asked Mr. Schilling about the SR 49 Stakeholders meeting. Mr. Schilling replied that he scheduled a meeting for February 17<sup>th</sup> at the county building. He added that they will discuss the public workshops at that meeting and also the funding allocation information for the SR 49/La Barr Meadows Road project. Commissioner Scofield reminded the Commission that the Transit Services Commission was holding a special meeting on that date and suggested that they meet at an earlier time of 8:30 a.m. to allow for the 10:00 a.m. stakeholders meeting. That was agreed.

### COMMISSION ANNOUNCEMENTS

There were no Commission announcements.

#### 13. Closed Session

Chairman Dee called for the closed session at 11:17 a.m. Executive Director Landon explained that since there was no conference room available to adjourn to for the closed session, he requested that staff and members of the public leave the council chambers. Chairman Dee reported at 11:22 a.m. that the Commission met in closed session and approved unanimously the Executive Director's request to serve as a successor general partner of the R. W. Woods Enterprise, LP and trustee of the Raymond W. Woods Family Trust.

### SCHEDULE FOR NEXT MEETING

The next regularly scheduled meeting of the Nevada County Transportation Commission is on March 17, 2010 at the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA.

ADJOURNMENT OF MEETING

Commissioner Beason moved to adjourn the meeting. Commissioner Poston seconded the motion. Chairman Dee adjourned the meeting at 11:23 a.m.

Respectfully submitted: Antoinette Perry  
Antoinette Perry, Administrative Assistant

Approved on: Nancy J Holman

By: Carolyn W. Dee  
Carolyn Wallace Dee, Chairman  
Nevada County Transportation Commission